



Request for Proposals
Rehabilitation and Adaptive Reuse of Hangar One
and
Management of Moffett Federal Airfield



November 15, 2013

Amendment #4

1. Certification Regarding Responsibility Matters (Exhibit "R"): The Government requires that each Offeror complete, sign and return the Certification Regarding Responsibility Matters. The form is attached and is available at www.fbo.gov and will be available by November 19, 2013 at <http://historicproperties.arc.nasa.gov/hangar1>. This form must be received no later than **December 2, 2013 at 3 p.m.** PDT and may either be sent to hangar1@gsa.gov or to the following address:

U.S. General Services Administration
Real Property Utilization and Disposal (9PZ)
450 Golden Gate Avenue, Fourth Floor East
San Francisco, CA 94102
Re: RFP Hangar One and Moffett Federal Airfield

The November 20, 2013 proposal deadline is unchanged.

2. Development Team Presentations: Offerors that submit proposals that conform to the requirements of the RFP may be invited to provide presentations to the NASA/GSA team. The presentations will be held in San Francisco on December 11-12, 2013. Additional information regarding the location, schedule and format will be provided after the RFP deadline of November 20, 2013. These presentations are optional and no alternative dates will be made available to accommodate Offerors.
3. Additional Bidder Questions and Responses: Attached are additional questions received and the Government has provided responses.

Exhibit R: Certification Regarding Responsibility Matters

This certification must be completed by the Offeror and submitted to GSA per RFP Amendment #4.

A. The Offeror certifies, to the best of its knowledge and belief, that —

1. The Offeror and/or any of its Principals—

(a) Are [] are not [] presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency;

(b) Have [] have not [], within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) contract or subcontract; violation of Federal or State antitrust statutes relating to the submission of proposals; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, violating Federal criminal tax laws, or receiving stolen property.

(c) Are [] are not [] presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph (A)(1)(b) of this certification;

(d) Have [], have not [], within a three-year period preceding this proposal, been notified of any delinquent Federal taxes in an amount that exceeds \$3,000 for which the liability remains unsatisfied.

(e) Have [] have not [], within a three-year period preceding this proposal, had one or more contracts terminated for default by any Federal agency.

2. The following describes (or as described on the attached document) all restrictions set forth in post Federal Government employment advice already obtained for any Principal, team member or consultant who intends on making any "communication or appearance" (as defined in 18 USC 207) before NASA or GSA in connection with this proposal: _____

_____;

3. The following describes (or as described on the attached document) all current and past relationships as an employee of any Federal Government contractor where performance of any portion of that contract occurs or occurred at NASA Ames Research Center or NAS Moffett Field: _____

_____.

4. "Principal," for the purposes of this certification, means any Key Personnel as defined in the RFP, an officer, director, owner, partner, or a person having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a division or business segment; and similar positions).

Name

Title

Signature

Name of Offeror

Date

Request for Proposals – Hangar One and Moffett Federal Airfield

Additional Tour Questions and Interim Responses as of November 15, 2013

		NOTE: Please refer to the Request for Proposals (RFP) for definitions of any capitalized terms and acronyms provided in the following responses.
	Question	Response
1	What are the restrictions on the use of Hangar 2 & 3?	<p>The reuse of Hangars 2 and 3 are only restricted by their current “as is” condition. The deferred maintenance and lack of modern upgrades limits potential reuse to non-hazardous storage. The PSL may seek to upgrade the facilities for alternative uses, but, among other things, would be subject to additional environmental analysis to examine impacts of the proposed use. Also, any proposal to upgrade the hangars for alternative uses would also require consultation with the SHPO.</p> <p>Please also refer to RFP Amendment #2- Exhibit “D” and view responses to Question#2 regarding maintenance requirements for Hangars Two and Three and Question #23e regarding Re-Use Guidelines for each historic building.</p>
2	Will NASA allow the storage of fueled aircraft in Hangar 2 & 3?	Since Hangars 2 and 3 are wood frame structures and have no fire suppression systems, fueled aircraft can not be stored unless the PSL upgrades the facilities.
3	Will all civilian aircraft using MFA be required to receive prior permission from NASA prior to operating at MFA?	No. It is expected that the PSL would manage and control flight operations and NASA pre-approval of civilian aircraft would not be likely. The PSL would be responsible, among other things, for ensuring that all aircraft using MFA are Stage III or quieter and that only Jet A fuel would be available.
4	Will there be access restrictions/security protocols placed on civilian passengers?	<p>For flights entering the country from foreign destinations, if Moffett Federal Airfield is the first stop in the United States, then appropriate coordination with TSA & Customs would be required for all passengers.</p> <p>NASA is unaware of any restriction that would preclude foreign nationals from being passengers on incoming or outgoing flights on a transient basis.</p> <p>Please also refer to RFP Amendment #2- Exhibit “D” and view response to Question#4 regarding foreign nationals.</p>
5	Will MFA be considered and operated as a “Joint Use” facility?	<p>Per FAA, the term "joint-use airport" means an airport owned by the Department of Defense, at which both military and civilian aircraft make shared use of an airfield. However, for MFA, NASA owns the airport and military flights (CANG) are supported with CANG being an airfield user.</p> <p>It is not known if the PSL’s operation of the MFA would qualify for participation in FAA’s Military Airport Program due to NASA’s ownership and operational limitations identified in the RFP and that it is likely that the PSL will not be a public agency. It is also unlikely that the PSL will qualify for FAA’s Airport Improvement Program (AIP).</p>

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	Please provide the following documents:	
6a	Copy of the annual budget for MFA including a revenue and expenditure detail	This information will be provided to the PSL after selection.
6b	<p>Copies of all agreements for all subcontracted services at the airport. This should include a minimum of:</p> <ul style="list-style-type: none">• Mowing Contract – Unsure of vendor name• Building and Facilities Maintenance. – Agreement with IAP• GSE Maintenance . – Agreement with L3• Aircraft Rescue & Fire Fighting Services – Unsure of vendor name• Wildlife management – Agreement with USDA• Any & all documents which provide a comprehensive detailing of ALL airport related expenses, allocations and charges.	This information will be provided to the PSL after selection.